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SOURCE Rechnoy transport, No 4, 1949.

GOODS PILING UP IN MAJOR RIVER PORTS;  
TRANSFER COORDINATION POOR

FLEET PINS LONG LAYOVER ON LATE FREIGHT CARS

The transfer of goods from ship to train is extremely disorganized in some ports. The landings at Ufa, Stalingrad, and Molotov are covered with vast amounts of cargo and storage buildings are filled to capacity. Ships are forced to lay over for long periods to act as floating warehouses because freight cars are not delivered on time.

An exception to this situation exists at Krasnoarmeysk wharf where transfer to the trains at Sarepta station takes place. Here, time norms for transfer of grain and coal have been set up, and the loading is smooth from the moment of arrival of the freight car until transfer is complete. The daily norm for transfer of grain is being exceeded 300 percent.

SHIP-TO-PORT RADIOS NEEDED TO SHORTEN LAYOVER PERIODS

Excessive layovers are the chief cause for slowing down turnaround time. Cargo is not always taken care of on a day-to-day basis, and in some ports goods have lain idle as long as 10-15 days, instead of the planned one day.

Planned traffic, and coordination between shipper and receiver will cut down idle time. Ports and vessels should be equipped with radios so that the ports will be able to prepare in advance for new arrivals.

GLAVTSENTROFILOT HANDLES MORE CARGO

During May 1949, cargo has been serviced in less than planned time at practically all the major ports and wharves, though the layover periods have remained above the norm.

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Great quantities of salt, timber, and mineral building materials have been unloaded at Northern Port. Salt cargoes were handled in 9 percent less than planned time.

Compared with the corresponding period in 1948, 1.5 times the amount of cargo was handled at the ports and wharves of the Central Basin. At Gor'kiy and Western Port, at Kuybyshev, Kazan', and other wharves the cargo handling has more than doubled.

The April and May plans for cargo turnover were fulfilled by Glavtsentrolot on 26 May. Gor'kiy finished on 23 May, Western Port on 15 May, and the Port of Moscow on 21 May. The plan was also fulfilled ahead of time by the ports and landings on the Moscow-Oka route, the Moscow-Volga route, and by ports along the Volga.

Labor productivity is above plan in all ports. During May 1949, it reached 154 percent of plan at Gor'kiy, 108 percent at Northern Port, and 124.3 percent at the Port of Moscow.

Handling of cargoes on freight-passenger vessels and self-propelled vessels, particularly those carrying general cargoes, is still running behind schedule.

#### MECHANIZATION OF CARGO HANDLING GROWS

Mechanical handling of cargo during the current year has increased 78 percent over 1948. By the end of the last navigation season the Glavtsentrolot ports had received over 60 single-cable grab buckets. When the navigation season opened again, the Moscow ports, and later the Volga ports, received modern grab buckets of 0.5, 0.75, and 1-cubic-meter capacity for cranes of various lifting capacity.

Over 40 percent of the total cargo handled in the Port of Moscow during April and May consisted of sand and salt, both handled by grab buckets. As a result, Moscow saved over 2,000 man-shifts.

Using grab-buckets, floating crane No 7 unloaded 18,500 tons of sand during May, while during April and May the crane unloaded 20,200 tons. Floating crane No 4 handled 19,700 tons, 11,000 with the aid of grab buckets. Gantry crane No 1 handled 17,100 tons, 12,000 using grab buckets.

In Northern Port, floating crane No 8 loaded 13,000 tons of sand in 20 days during May. In Gor'kiy, the crews of cranes No 40, No 44, and No 3492 completed their second-quarter quotas. Although Gor'kiy is equipped with comparatively numerous loading devices, it serviced only 66 percent of the ships on time during 1949.

Some deficiencies in Glavtsentrolot ports are as follows: lack of gripping devices for cranes in general, and of illumination for floating cranes; absence of asphalt-paved areas needed for proper operation of power trucks and hoists; and lack of mechanized shovels, responsible for the long waiting periods before freight cars containing grain, coal, and other bulk products can be unloaded.

The Levshino Wharf Administration plans to introduce engineer Bogaty's method for shifting vessels at the pier during loading. This is done by attaching permanent mooring lines on the pier to the ship's winches. It cuts 3 hours off layover time, and eliminates the necessity for leveling off the cargo at the completion of loading.

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**OVERSTOCKING CRITICIZED**

A number of shipping enterprises are amassing excess stocks of fuel and materials. The effect of this over-stocking is a slow-up in the turnover of working capital. Such a situation is reflected in procurement and supply excesses. Inventory excesses lead to an increase in incomplete production and confusion in marketing.

In the procurement office of the Kama Line, there is a 4-year supply of 29 different materials. Shafts and other parts have been lying in stock at the "Pamyat' Dzerzhinskiy" Ship-Repair Plant for over ten years.

Some shipping enterprises have been able to show accumulated capital above plan by failing to pay their bills to supplying enterprises and by delaying the repayment of capital bank loans.

**NEW SPRAY VARNISHES IN SUBZERO WEATHER**

The Ship-Repair Plant imeni Lenin has made a device for applying kuzbasslak /a type of varnish/ under winter conditions at temperatures as low as minus 30 degrees centigrade. The apparatus consists of a cylindrical tank 752 millimeters high and 520 millimeters in diameter, holding about 40 kilograms of liquid. The tank is heated electrically to about 70-80 degrees. This takes about one hour when the air temperature is minus 20 degrees. A hand pump is used to maintain air pressure for the spray nozzle. When properly applied, the varnish coat is 0.2-0.4 millimeters thick.

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